

CITY OF SAN JOSÉ, CALIFORNIA Department of Planning, Building and Code Enforcement 801 North First Street, Room 400 San José, California 95110-1795 <div style="text-align: center; font-size: 24pt; font-weight: bold;">STAFF REPORT</div>	Hearing Date/Agenda Number P.C. 3/10/04 Item: 3.e.
	File Number PDC03-088
	Application Type Planned Development Rezoning
	Council District 9
	Planning Area Cambrian/Pioneer
	Assessor's Parcel Number(s) 569-06-043
PROJECT DESCRIPTION Completed by: Lori Moniz	
Location: North side of Blossom Hill Road opposite terminus of Croydon Avenue (12385 Blossom Hill Road)	
Gross Acreage: 0.44 Net Acreage: 0.36 Net Density: 19.4 dwelling units per acre	
Existing Zoning: A Agricultural Existing Use: Vacant	
Proposed Zoning: A(PD) Planned Development Proposed Use: Seven (7) single-family detached residential units	
GENERAL PLAN Completed by: LM	
Land Use/Transportation Diagram Designation Medium High Density Residential (12-25 DU/AC)	Project Conformance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> See Analysis and Recommendations
SURROUNDING LAND USES AND ZONING Completed by: LM	
North:	Single-family attached residential units A(PD) Planned Development
East:	Single-family detached residential units R-1-8 Residence District
South:	Single-family detached residential units R-1-8 Residence District
West::	Single-family residence/future fire station A Agricultural District
ENVIRONMENTAL STATUS Completed by: LM	
<input type="checkbox"/> Environmental Impact Report found complete <input type="checkbox"/> Negative Declaration circulated on <input type="checkbox"/> Re-use of previously adopted Negative Declaration	<input checked="" type="checkbox"/> Exempt <input type="checkbox"/> Environmental Review Incomplete
FILE HISTORY Completed by: LM	
Annexation Title: Jarvis No. 14-A Date: September 19, 1973	

PUBLIC AGENCY COMMENTS RECEIVED

Completed by: LM

Department of Public Works

See attached memo

Other Departments and Agencies

See attached Fire Department memo

GENERAL CORRESPONDENCE

None received.

ANALYSIS AND RECOMMENDATIONS

BACKGROUND

The applicant, San Jose Conservation Corps, is requesting a Planned Development Rezoning of a 0.44 gross acre site located in the A-Agriculture Zoning District to allow up to seven (7) affordable single-family detached residences on the subject property. The project site is currently vacant.

The site is bordered by a townhouse development to the north, single-family detached residential uses to the east and across Blossom Hill Road to the south. A existing single-family house to the west is proposed to be demolished to accommodate a new City fire station.

Project Description

The proposal consists of seven (7) affordable single-family detached residences. The average lot size is approximately 2,300 square feet. The residential units are two-stories and are approximately 1,342 square feet in size. Each of the units has a private rear yard and an attached two-car tandem garage. Parking for guests is provided by four on-site surface parking spaces and three or more on-street parking spaces on Blossom Hill Road.

ENVIRONMENTAL REVIEW

Under the provisions of Section [15280](#) of the California Environmental Quality Act (CEQA), this project

require a density bonus, it is not necessary to impose affordability requirements as a condition of this rezoning.

ANALYSIS

Over the last few decades, the City has looked favorably towards opportunities for appropriately located higher density affordable housing developments. This project is unique within the realm of affordable housing projects in that it is for “detached” ownership units rather than for “attached” rental units. This project is also unique in that with just seven (7) dwelling units it is rather small in scale. The location of this site, situated in an area with a mix of attached and detached residential unit developments, is within easy walking distance of public transit, schools and shopping areas. All this combined makes this property an excellent location for an affordable housing development.

During the development of the project’s site design, the key issue that substantially influenced the current design proposal was the need to ensure an appropriate interface, including setbacks, with the adjacent existing or planned developments. In order to ensure an appropriate interface with the surrounding properties and provide a density at a level necessary to maintain affordable units, it was very clear that the inclusion of a new standard public street (cul-de-sac) would pose the most significant site design constraint. The use of even the smallest of traditional public cul-de-sacs would dramatically reduce the front setbacks and amount of landscaped areas to significantly substandard sizes. The key challenge for this project was to explore and create a new “alternative” street section that would not require any compromises that would negatively affect the appearance, function or livability of the new housing units.

Site Design/Neighborhood Interface

Perimeter Setbacks

The most sensitive surrounding uses directly adjacent to this site include two existing single-family detached residences to the east. The Residential Design Guidelines typically recommend a 20-foot setback where adjacent to rear yards of existing single-family residential lots. For the unit proposed on lot 6, a 20-foot setback will be provided. A slightly smaller setback, averaging about 15 feet, is proposed for the unit on lot 7, which abuts another existing single-family parcel. Staff feels that since the rear yard of the adjacent parcel is exceptionally large and has a substantial perimeter with no abutting structures, a slightly smaller than normal setback to accommodate the relatively small proposed house should not create an overly obtrusive visual impact.

This project has an interface with an adjacent condominium development to the north. The Residential

Street Section

The Residential Design Guidelines encourage the use of traditional streets complete with sidewalks and park strips for all new single-family detached housing developments. Ideally, such streets should be public to avoid the need for the creation of a homeowners association for the project. Generally, accommodating such streets on small infill parcels can be challenging since street sections often utilize a high percentage of the project site area.

A particularly problematic design aspect of new streets for small infill sites is the creation of a cul-de-sac bulb that is of suitable size to facilitate turn-around maneuvers for emergency vehicles. In this case, since the cul-de-sac associated with this project is less than 150 feet in length, it was determined by the Fire Department that emergency vehicles would not need such a turn around since such vehicles would most likely stage activities from the intersecting street. The cul-de-sac bulb with a radius of 20 feet and no curbside parking is sufficient to accommodate turnarounds for most vehicles. The two common driveways at the terminus of the proposed street, which must be kept clear for general residential access to garages, will provide extra areas to accommodate turn around activities for larger vehicles if necessary.

An overall street section with a curb-to-curb dimension of 16 feet is proposed for the main portion of the street. Sidewalks and landscaped park strips will be provided on both sides of the street. This narrow street design does not provided curbside parking, but limited curbside parking will be available along Blossom Hill Road to the east. A narrow street section, such as proposed, will directly help to maximize the front yard landscaping opportunities and help provide more room on this site to ensure appropriate rear setbacks next to the surrounding properties.

This public street section represent a unique “test case” for new narrower street designs that may be considered for formal adoption as a standard City street option for other small infill development properties serving a limited number of dwelling units.

Parking

A total of 21 parking spaces is required for this project. In this case, two covered parking spaces are provided for each unit, as well as four communal parking spaces provided on site. Additional curbside parking on Blossom Hill Road will provide the balance of required parking. Currently, parking has been restricted on Blossom Hill Road to discourage its use by students at nearby Pioneer High School. This street, however, has sufficient width given the current lane stripping configuration to accommodate curbside parking. The City’s Department of Transportation has indicated that only a small portion of the curbside parking nearest the project site will be made available. Restrictions to preclude the use of

development on 3,000 square foot lots would have individual garage doors and driveways facing the street. In this case, there are only three driveways that connect to the street. Each of these is comparatively narrower than a typical two-car wide driveway contained in most newer subdivisions. The resulting design allows for more overall front yard landscaping adjacent to the cul-de-sac, which more than compensates for the two-foot reduction in the front setback.

Open space

The proposed project more than meets the minimum private open space requirements for residential development of this type. Each unit has private open space ranging in size from 540 to 1087 square feet. The minimum requirement identified by the Residential Design Guidelines is 400 square feet per unit. Common open space is not required for such projects.

Architecture

This project consists of two-story units with wood shingle siding. The unit type and general style of the proposed structures are reasonably compatible with the existing neighborhood. However, the architecture at this stage is not at an acceptable level and needs improvement. As proposed, the architectural elevations are flat and unarticulated. The architecture of the units could be greatly enhanced with additional articulation on the sides facing the streets, including windows, building pop-outs and front porch elements. As is typical at the Planned Development Rezoning stage, the architecture that is shown is considered “conceptual”. The design will undergo further review by staff at the Planned Development Permit stage whereby it is expected that the building design will be refined appropriately.

PUBLIC OUTREACH

Pursuant to the City Council’s Public Outreach Policy, notices for the public hearing for this project were distributed to the owners and tenants of all properties located within 500 feet of the project site. A notice was also published in the San Jose Mercury News. This staff report was also posted on the Department’s website in advance of the public hearing.

RECOMMENDATION

Planning staff recommends the Planning Commission forward a recommendation of approval to the City Council to adopt an ordinance rezoning the subject site for the following reasons:

1. The proposed project conforms to the site’s General Plan Land Use/Transportation Diagram